

Claims 1, 2, 11 and 13 have been amended to clarify the scope of the claims. New claims 33-43 have been added and are dependent upon the claims relating to the elected invention.

Applicant is not aware of any prior art which anticipates or renders obvious the claims of the present invention. Therefore, early allowance is requested.


A version of any amended claims, on separate pages from the amendment, marked up to show all the changes relative to the previous version of the claims (underlining or bracketing) is also provided herewith in conformance with 37 C.F.R. 1.121(c)(1)(ii).

A clean version (no underlining and bracketing) of the entire set of pending claims, on separate pages from the amendment, is also provided herewith as detailed in 37 C.F.R. 1.121(c)(3).

In view of the above Amendments and Remarks, Applicant respectfully submits that the claims of the application are allowable over the rejections of the Examiner. Should the Examiner have any questions regarding this Amendment, the Examiner is invited to contact one of the undersigned attorneys at (312) 704-1890.

Respectfully submitted,

Dated: 4/1/02

By: 
Richard A. Giangiorgi, Reg. No. 24,284
Linda L. Palomar, Reg. No. 37,903

TREXLER, BUSHNELL, GIANGIORGI
BLACKSTONE & MARR, LTD.
105 W. Adams Street
Suite 3600
Chicago, Illinois 60603
(312) 704-1890

**MARKED UP VERSION OF AMENDED CLAIMS IN
CONFORMANCE WITH 37 C.F.R. 1.121(c)(1)(ii).**

1. (Once Amended) A braking and back-up warning system for a vehicle having at least one wheel, said system comprising:
 - a brake mechanism;
 - a pneumatic control module connected to said brake mechanism;
 - electronic structure configured to perform a back-up warning function;
 - an electronic control module connected to said pneumatic control module and to said electronic structure; and
 - a wheel sensing arrangement connected to said electronic control module, said wheel sensing arrangement configured to sense movement of the wheel of the vehicle and configured to communicate information relating to that which is sensed by said wheel sensing arrangement to said electronic control module, [said electronic control module configured to operate said pneumatic control module based on information which is received from said wheel sensing arrangement relating to a speed of the wheel which is sensed by said wheel sensing arrangement,] said electronic control module configured to operate said electronic structure based on information which is received from said wheel sensing arrangement relating to a direction of the wheel which is sensed by said wheel sensing arrangement.
2. (Once Amended) A system as defined in claim 1, said electronic structure comprising at least one of structure for sounding an audible alarm and for lighting a lamp.
11. (Once Amended) A braking and back-up warning system for a vehicle having at least one wheel, said system comprising:
 - a brake mechanism;
 - a pneumatic control module connected to said brake mechanism;
 - at least one of structure for sounding an audible alarm and for lighting a lamp;
 - an electronic control module connected to said pneumatic control module and to at least one of said structure for sounding an audible alarm and for lighting said lamp;
 - a voltage source connected to said electronic control module; and

a circuit which includes at least one sensor configured to sense movement of the wheel, said circuit configured to provide at least one signal to said electronic control module relating to the speed of the wheel which is sensed by said circuit and provide at least one signal to said electronic control module relating to the direction of the wheel which is sensed by said circuit, [said electronic control module configured to operate said pneumatic control module based on said at least signal which is received from said circuit relating to a speed of the wheel which is sensed by said circuit,] said electronic control module configured to selectively connect said voltage source to at least one of said structure for sounding an audible alarm and for lighting said lamp, depending on the at least one signal which is received from said circuit relating to the direction of the wheel which is sensed by said circuit.

13. (Once Amended) A system as defined in claim 11, said electronic control module comprises a relay and is configured to selectively operate said relay to connect said voltage source to at least of said structure for sounding an audible alarm and for lighting said lamp.

16. (Deleted)

17. (Deleted)

18. (Deleted)

19. (Deleted)

20. (Deleted)

21. (Deleted)

22. (Deleted)

23. (Deleted)

24. (Deleted)

25. (Deleted)

26. (Deleted)

27. (Deleted)

28. (Deleted)

29. (Deleted)

30. (Deleted)

31. (Deleted)

32. (Deleted)

33. (New) A system as defined in claim 1, wherein said electronic control module is configured to operate said pneumatic control module based on information which is received from said wheel sensing arrangement relating to a speed of the wheel which is sensed by said wheel sensing arrangement.

34. (New) A system as defined in claim 1, wherein wheel sensing arrangement comprises an exciting element and a sensor member, said sensor member having at least one sensing element mounted thereon for use in determining the speed of rotation of the wheel and for determining the direction of rotation of the wheel by sensing said exciting ring

35. (New) A system as defined in claim 34, wherein two sensing elements are provided on said sensor member and are spaced apart from each other a predetermined distance.

36. (New) A system as defined in claim 34, wherein said at least one sensing element sinks current from said electronic control module, and wherein the frequency at which said at least one sensing element sinks current from said electronic control module is proportional to the speed of the wheel.

37. (New) A system as defined in claim 34, wherein said exciting element includes a plurality of magnet poles.

38. (New) A system as defined in claim 37, wherein two sensing elements are provided on said sensor member and are spaced apart from each other by an integral number of poles plus or minus approximately 90 degrees.

39. (New) A system as defined in claim 34, wherein said electronic control module includes a stored program which is capable of providing constant power to said electronic structure.

40. (New) A system as defined in claim 34, wherein said at least one sensing element uses active sensing technology.

41. (New) A system as defined in claim 34, wherein said at least one sensing element is a pair of hall effect semiconductor elements.

42. (New) A system as defined in claim 34, wherein said exciting element is a ferrite magnet in a plastic carrier matrix.

43. (New) A system as defined in claim 11, wherein said electronic control module is configured to operate said pneumatic control module based on said at least signal which is received from said circuit relating to a speed of the wheel which is sensed by said circuit.